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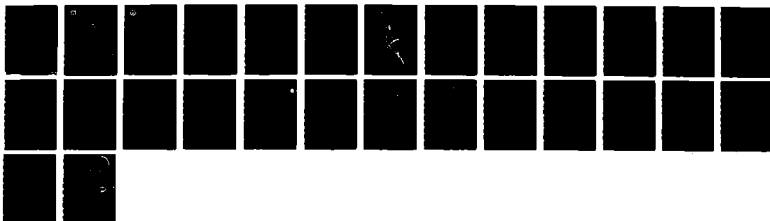
ENVIRONMENTAL ASSESSMENT JOHNSON COUNTY ROAD F-28
BYPASS JOHNSON COUNTY IOWA(U) ARMY ENGINEER DISTRICT
ROCK ISLAND IL AUG 86

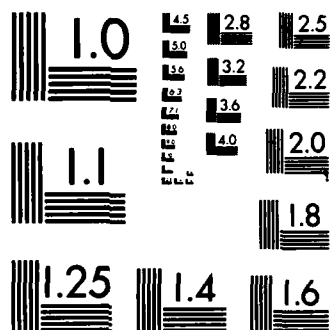
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US Army Corps
of Engineers

Rock Island District

DTIC FILE COPY

AD-A184 320

ENVIRONMENTAL ASSESSMENT

JOHNSON COUNTY ROAD F-20 BYPASS JOHNSON COUNTY, IOWA

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AUGUST 1986

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REPLY TO
ATTENTION OF:

NCRPD-E

DEPARTMENT OF THE ARMY
ROCK ISLAND DISTRICT, CORPS OF ENGINEERS
CLOCK TOWER BUILDING - P.O. BOX 2004
ROCK ISLAND, ILLINOIS 61204-2004

ENVIRONMENTAL ASSESSMENT

JOHNSON COUNTY ROAD F-20 BYPASS
JOHNSON COUNTY, IOWA



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AUGUST 1986

ENVIRONMENTAL ASSESSMENT

JOHNSON COUNTY ROAD F-20 BYPASS
JOHNSON COUNTY, IOWA

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Correspondence

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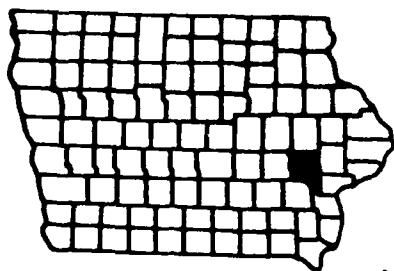
JOHNSON COUNTY ROAD F-20 BYPASS
JOHNSON COUNTY, IOWA

In the fall of 1985, the Rock Island District received an easement request from the county engineer of Johnson County, Iowa, to construct a gravel bypass road for County Road F-20 on Corps Tract F-583, (see figure EA-1).

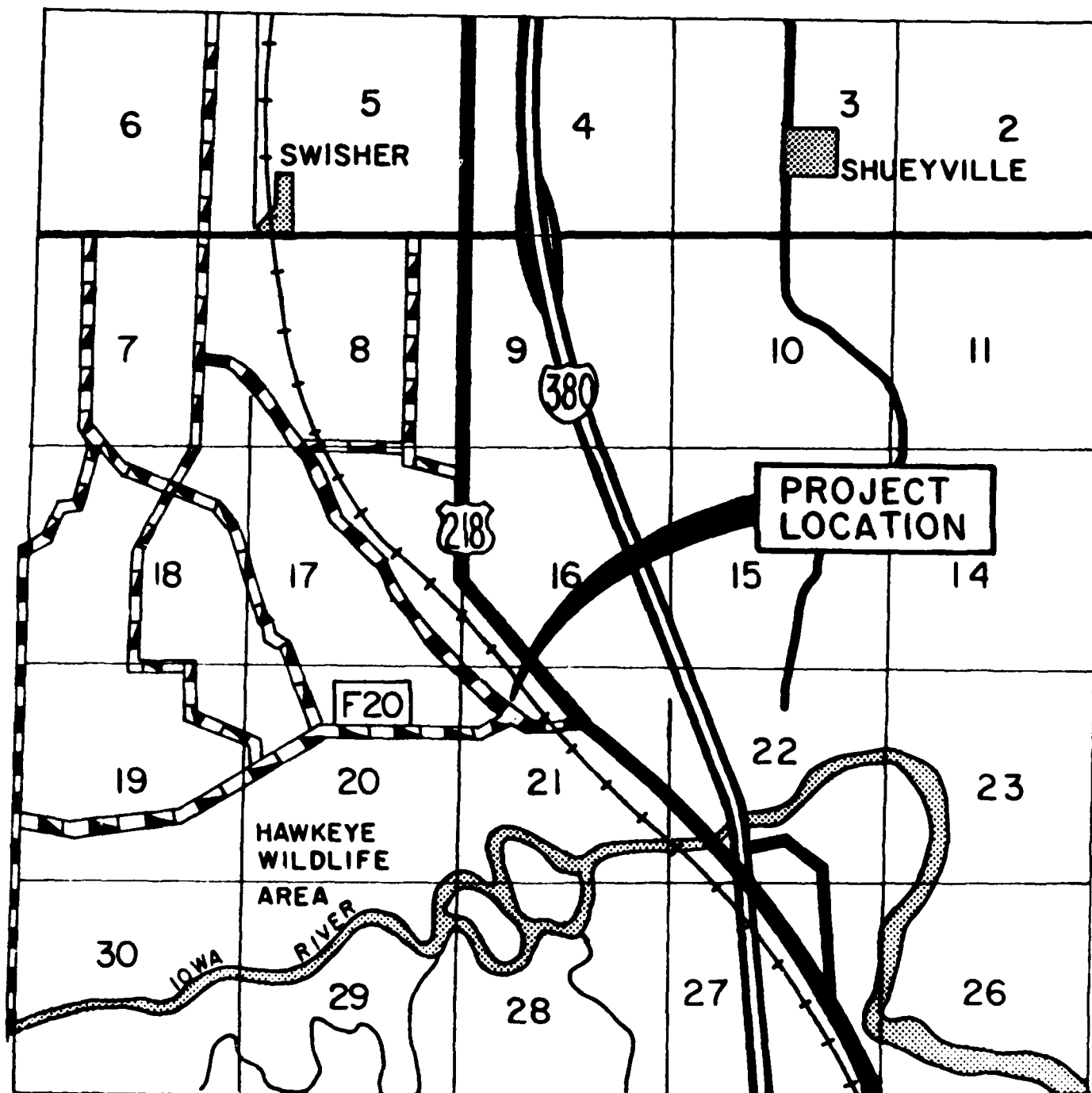
II. PROJECT DESCRIPTION.

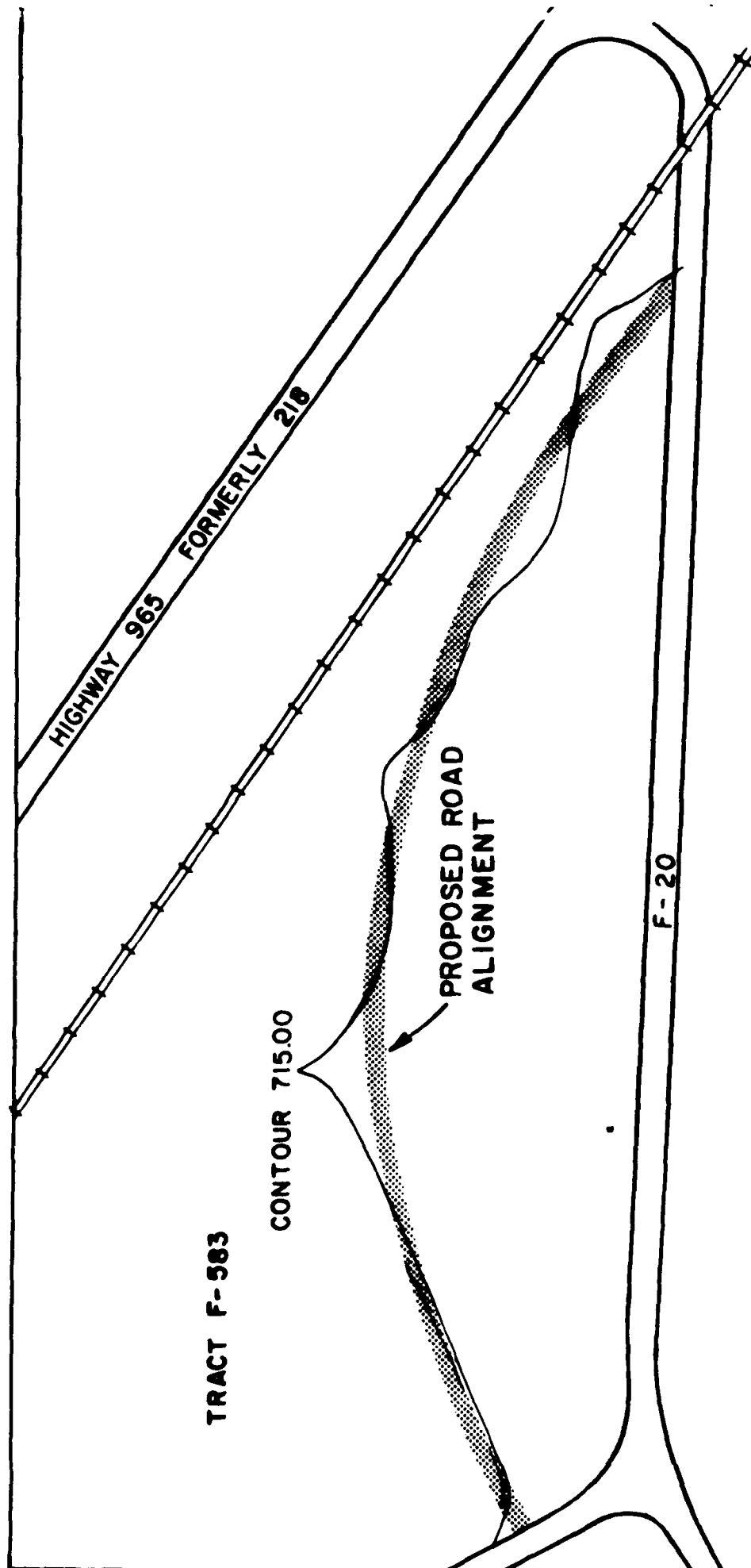
The county has stated that the road will be used only during high water and that access will be restricted other times to prevent unauthorized activities. It also has been proposed by the Iowa Conservation Commission that the road remain accessible for use as a parking area. People now using the adjacent Hawkeye Wildlife Area must park along F-20. The A.C.C. has been asked to consider this proposal.

EA-1



JOHNSON COUNTY





HAWKEYE WILDLIFE AREA

B. Detour Information. Additional advertising by the supper club owner could be used to inform the public of the alternate route. The owner claims that this solution is unsatisfactory. He has attempted to place detour signs along Highway 218 informing the public of the alternate access, but the Iowa Department of Transportation has forbidden the use of these signs along the public right-of-way.

C. No Action. This alternative calls for no action by the Corps of Engineers. The county would not be given permission to construct the new access road across public land. The access problem would continue until other solutions, such as those discussed above, were implemented by the county or the restaurant owner.

IV. AFFECTED ENVIRONMENT.

The affected parcel of land is a triangular-shaped tract of approximately 9.5 acres (F-583) bordered by existing County Road F-20, Highway 965, and private farmland. The parcel was previously in pasture until it was used for borrow during road construction in the mid-1950's. Since that time, it has remained undisturbed and has been reverting to a natural state.

Although the parcel is small and isolated, it has become a high quality habitat for small mammals and song birds. The tract contains a wide diversity of food and shelter plants such as elm, mulberry, bur oak, dogwood, red cedar, wild grape, and blackberry. There are few mature trees, except for the southwestern corner of the parcel. The overall vegetation structure consists of grassland (brome grass mostly) interspersed with woody shrubs and trees. A small, intermittent stream winds through the tract. As mentioned previously, the area contains abundant food for upland animals. When the area was inspected in September 1985, it was being heavily used by migratory songbirds. During high water, the area probably provides refuge to animals displaced by flooding.

The most recent hydrologic information available indicates that the section of County Road F-20 adjacent to the affected parcel lies within the 10-year floodplain. In other words, it can be expected to flood once every 10 years on the average. The frequency-duration curve predicts an inundation period of up to 30 days at an elevation of 706 feet NGVD.

V. ENVIRONMENTAL CONSEQUENCES OF PREFERRED ACTION

A. Social Impacts of Preferred Action.

1. Noise - Traffic will be using a new alignment through the subject parcel. Noise disturbances to animals using the area will increase and likely will cause temporary or permanent desertion of the habitat.

Heavy machinery would generate a temporary increase in noise during construction. This increase might disturb recreationists at the Hawkeye Wildlife Area. The new alignment would serve as an access route during times of high waters and might also provide a parking area for recreationists. While noise levels along the new alignment would increase from this use, noise levels on the existing alignment would decrease proportionately. No sensitive receptors, e.g., schools, are located near the project area.

2. Displacement of People - No people will be displaced by the action.

3. Aesthetic Values - The new roadway will negatively affect the visual scenery of those traveling along County Road F-20.

4. Desirable Community Growth - The project would provide improved access to users of County Road F-20. Increased accessibility could intensify both business and residential development in the project area. Consequently, the project would be expected to slightly increase community population.

5. Community Cohesion - No effects on community cohesion would be expected due to the project's limited area of influence and the lack of population near the project.

B. Economic Impacts of Preferred Action.

1. Property Values - The improved accessibility provided by the project would be expected to increase property values. The new alignment would improve services to and from the affected properties during high water, resulting in more land being developable.

2. Tax Revenues - The expected elevation in property values and development of the project area would lead to a small increase in tax revenues with the construction of the roadway. The new roadway would provide access to area businesses during high water, resulting in a slight increase in customers. This expected increase in customers would lead to a minimal increase in tax revenues.

3. Public Facilities - The proposed project would have a positive impact on public facilities by providing improved vehicle access for users of County Road F-20 during high water. If the roadway remained open, it also would provide a safer parking area for recreationists using the Hawkeye Wildlife Area. Recreationists must currently park along F-20.

4. Public Services - Services along County Road F-20 would improve with the addition of the new roadway. An unquantifiable benefit resulting from the project would be uninterrupted fire and ambulance services. During times of flooding, ambulances currently must use a detour route requiring an extra 2.5 miles of travel, thereby reducing response time.

5. Regional Growth - No effect.

6. Employment/Labor Force - No effect.

7. Business and Industrial Activity - Changes in business and industrial activity during construction would be minimal. The slight increase in business activity occurring from the temporary infusion of a small number of construction workers would be absorbed into the area without noticeable effect. After construction, the project would provide improved access to area businesses, resulting in a slight increase in customers at these businesses. Improved accessibility also could attract new businesses to the area. No businesses would be displaced as a result of the project; however, without the project, new businesses would be deterred from locating in the project area and existing businesses could be forced to move.

8. Farm Displacement - No effect.

C. Environmental Impacts.

1. Man-made Resources - No effect.

2. Natural Resources - Natural and cultural resource impacts are summarized in table EA-1. Approximately 3.5 acres of good quality wildlife habitat will be converted to road right-of-way, thereby reducing the parcel to approximately 6 acres in size. This reduction will result in a proportionate loss in food and cover for resident and migratory wildlife.

Aside from the loss of food and cover, a change in species composition for the area is also likely. Each species has a minimum acreage requirement, in addition to the type of habitat it occupies. Since the proposed project will reduce the immediate habitat size by about 33 percent, it is likely that some species will no longer use the area if it falls below their critical acreage requirement.

TABLE EA-1

Effects of the Preferred
Plan on Natural and Cultural Resources

<u>Types of Resources</u>	<u>Authorities</u>	<u>Measurement of Effects</u>
Air quality	Clean Air Act, as amended (42 U.S.C. 1657h-7, et seq.)	No effect.
Areas of particular concern within the coastal zone	Coastal Zone Management Act of 1972, as amended (16 U.S.C. 1451, et seq.)	Not present in planning area.
Endangered and threatened species critical habitat	Endangered Species Act of 1973, as amended (16 U.S.C. 1531, et seq.)	No effect.
Fish and wildlife habitat	Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.)	Loss of approximately 3.5 acres of upland habitat
Floodplains	Executive Order 11988, Flood Plain Management	No effect.
Historic and cultural properties	National Historic Preservation Act of 1966, as amended (16 U.S.C. 470, et seq.)	No effect.
Prime and unique farmland	CEQ Memorandum of August 1, 1980; Analysis of Impacts on Prime or Unique Agricultural Lands in Implementing the National Environmental Policy Act	Not present in planning area.
Water quality	Clean Water Act of 1977, as amended (33 U.S.C. 1251, et seq.)	Temporary increase in turbidity during construction.
Wetlands	Executive Order 11990, Protection of Wetlands, Clean Water Act of 1977, as amended (42 U.S.C. 1857h-7, et seq.)	Not present in planning area.
Wild and scenic rivers	Wild and Scenic Rivers Act, as amended (16 U.S.C. 1271, et seq.)	Not present in planning area.

For example, song birds and mammals may still feed in the area, but may not use it for reproduction. Overall, the number of species using the parcel and their population density can be expected to decrease as a result of the project.

3. Air Quality - There will be no effect on air quality.

4. Water Quality - There will be no effect on water quality.

5. Endangered Species - The federally endangered peregrine falcon (Falco peregrinus) is listed for Johnson County. Peregrine falcons are regularly seen during migration, but do not nest in the area, although potential reproductive habitat is available.

Discussion with Iowa Conservation Commission personnel does not indicate that any State-endangered species are present in the affected area.

6. Cultural Resources - The project area has been examined by archeologists on several occasions. Staff from the Great Lakes Archaeological Research Center (Dr. David F. Overstreet) determined that the tract was severely disturbed and that no intact, significant cultural resources were present. Corps archeologists also visited the project area and excavated six shovel tests (0.5m x 0.5m). Both cutting and filling disturbances were documented and no significant cultural remains were found. A letter was sent to the Iowa State Historic Preservation Officer on June 12, 1986, requesting comments on this action. The response, dated July 15, 1986, was that the project would have no effect on cultural resources and that project approval was recommended.

VI. ENVIRONMENTAL IMPACTS OF NONPREFERRED ALTERNATIVE.

A. Raise Existing F-20. Improving existing County Road F-20 will cost considerably more than the proposed access road. It would, however, provide benefits to other landowners along the road west of the supper club. Since it appears highly unlikely that these improvements will be made soon (by the county), if at all, selection of this alternative will likely result in no action.

B. Detour Information. Increased advertising and posting of detour information would be the responsibility of the restaurant owner. The end result of this effort may be similar to the "No Action" alternative since this action has purportedly been tried previously. This alternative would result in saving the 3.5 acres required for the access road right-of-way.

C. No Action. The Ranch Supper Club has been in business for several years. It is extremely unlikely that nonapproval of this project will cause hardship on the business such that it will close. All available information indicates that the flooding problem is very irregular and of insufficient duration to cause hardship. It is probable, however, that without the project the business will continue to realize occasional losses of revenue due to flooding.

VII. PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED.

The loss of 3.5 acres of habitat is unavoidable if the preferred alternative is constructed.

VIII. RELATIONSHIP BETWEEN SHORT-TERM USE OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY.

The proposed access road is a temporary solution to the access problem that sacrifices 3.5 acres of wildlife habitat. The ideal long-term solution is elevation of existing County Road F-20. Improvement of F-20 would provide more long-term benefits to several landowners and require less clearing along Tract F-583.

IX. ANY IRREVERSIBLE OR IRRETRIEVABLE COMMITMENT OF RESOURCES WHICH WOULD BE INVOLVED IF THE PROPOSED PROJECT WERE IMPLEMENTED.

Aside from the commitment of construction labor and material, the loss of 3.5 acres is the only commitment of resources.

X. RELATIONSHIP OF THE PROPOSED PROJECT TO LAND-USE PLANS.

At present, the area lies within the Hawkeye Wildlife Management Area which is administered by the Iowa Conservation Commission.

XI. COMPLIANCE WITH ENVIRONMENTAL QUALITY STATUTES.

The proposed project complies with the environmental regulations listed in table EA-2.

XII. MITIGATION.

As recommended by the Iowa Conservation Commission, the county proposes to plant the impacted area with native grasses following construction. These grasses should consist of a mixture of big bluestem, Indiangrass, and switchgrass. Water-tolerant woody shrubs such as dogwood spp. also will be planted along the right-of-way. It is recommended that all woody shrubs and trees that are removed in the immediate right-of-way be made into brushpiles northeast of the new road. The above items will be included as conditions in the easement, if granted.

XIII. COORDINATION.

An on-site meeting was held on September 26, 1985, to discuss the proposed project. In attendance were representatives from Johnson County Engineering Department, Johnson County Board of Supervisors, Iowa Conservation Commission, and the Corps of Engineers.

TABLE EA-2

Compliance of the Preferred Plan with WRC-
Designated Environmental Statutes

<u>Federal Policies</u>	<u>Compliance</u>
Archaeological and Historic Preservation Act, 16 U.S.C. 469, et seq.	Full compliance
Clean Air Act, as amended, 42 U.S.C. 1857h-7, et seq.	Full compliance
Clean Water Act (Federal Water Pollution Control Act) 33 U.S.C. 1251, et seq.	Full compliance
Coastal Zone Management Act, 16 U.S.C. 1451, et seq.	Not applicable
Endangered Species Act, 16 U.S.C. 1531, et seq.	Full compliance
Estuary Protection Act, 16 U.S.C. 1221, et seq.	Full compliance
Federal Water Project Recreation Act, 16 U.S.C. 460-1(12), et seq.	Full compliance
Fish and Wildlife Coordination Act, 16 U.S.C. 601, et seq.	Full compliance
Land and Water Conservation Fund Act, 16 U.S.C. 1401, et seq.	Full compliance
Marine Protection Research and Sanctuary Act, 33 U.S.C. 1401, et seq.	Not applicable
National Environmental Policy Act, 42 U.S.C. 4321, et seq.	Full compliance
National Historic Preservation Act, 16 U.S.C. 470a, et seq.	Full compliance
Rivers and Harbors Act, 33 U.S.C. 403, et seq.	Full compliance
Watershed Protection and Flood Prevention Act, 16 U.S.C. 1001, et seq.	Full compliance
Wild and Scenic Rivers Act, 16 U.S.C. 1271, et seq.	Not applicable

FINDING OF NO SIGNIFICANT IMPACT

Having reviewed the information contained in this environmental assessment, I find that construction of the bypass road will have no significant adverse effects on the environment. This project is not a major Federal action and therefore preparation of an Environmental Impact Statement (EIS) is not required. This determination may be reevaluated if warranted by later developments.

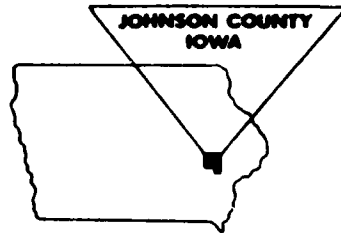
Factors that were considered in making this determination that an EIS is not required were:

- a. The project has been previously impacted from use as a borrow area.
- b. The affected area of land is an isolated parcel and because of this has not been actively managed for wildlife.
- c. The affected habitat type is fairly abundant on reservoir lands.

Date

William C. Burns
Colonel, Corps of Engineers
District Engineer

CORRESPONDENCE



O. J. Gode, Jr., P.E.
County Engineer



SECONDARY ROAD DEPARTMENT

P.O. Box 126
Iowa City, Iowa 52244
319 351-2700

October 10, 1985

Mr. R.A. Mattson
Chief, Management and Disposal Section
NCD Real Estate Field Office
Rock Island District, Corps of Engineers
Clock Tower Building - P.O. Box 2004
Rock Island, Ill. 61204-2004

Ref: Coralville Lake Project Tract: F-583
"Ranch Club" Access.

Dear Mr. Mattson:

Pursuant to our meeting on September 26, 1985, I am submitting this letter as a proposal to solve the problems of the "Ranch Supper Club" regarding access when the Coralville Reservoir is at flood stage. Attached is a sketch of the proposed alignment for an access to the business. With only minimal grading we could provide an access that would basically follow the 715 contour.

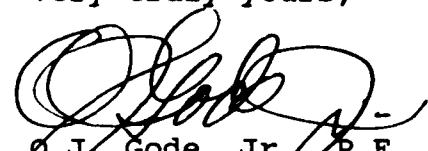
I am also attaching a portion of the plan sheet for the project that constructed the present bridge. You will note that a large portion of the area was a part of a borrow area and the balance was an area that had the old buildings removed as a part of reservoir construction.

The proposed access would have a crushed stone surface with a typical section having a 22 foot roadway, 2:1 foreslopes and a minimal ditch to provide necessary drainage. Two 15" corrugated metal pipe culverts would be required.

The Johnson County Board of Supervisors is proposing to pay all costs involved in the construction of the proposed access. If it determined that an environmental assessment is necessary please place the project on your list of projects to evaluate when funds and manpower are

available. If only a SHIPPO release is necessary I believe we can arrange for that.

Very truly yours,



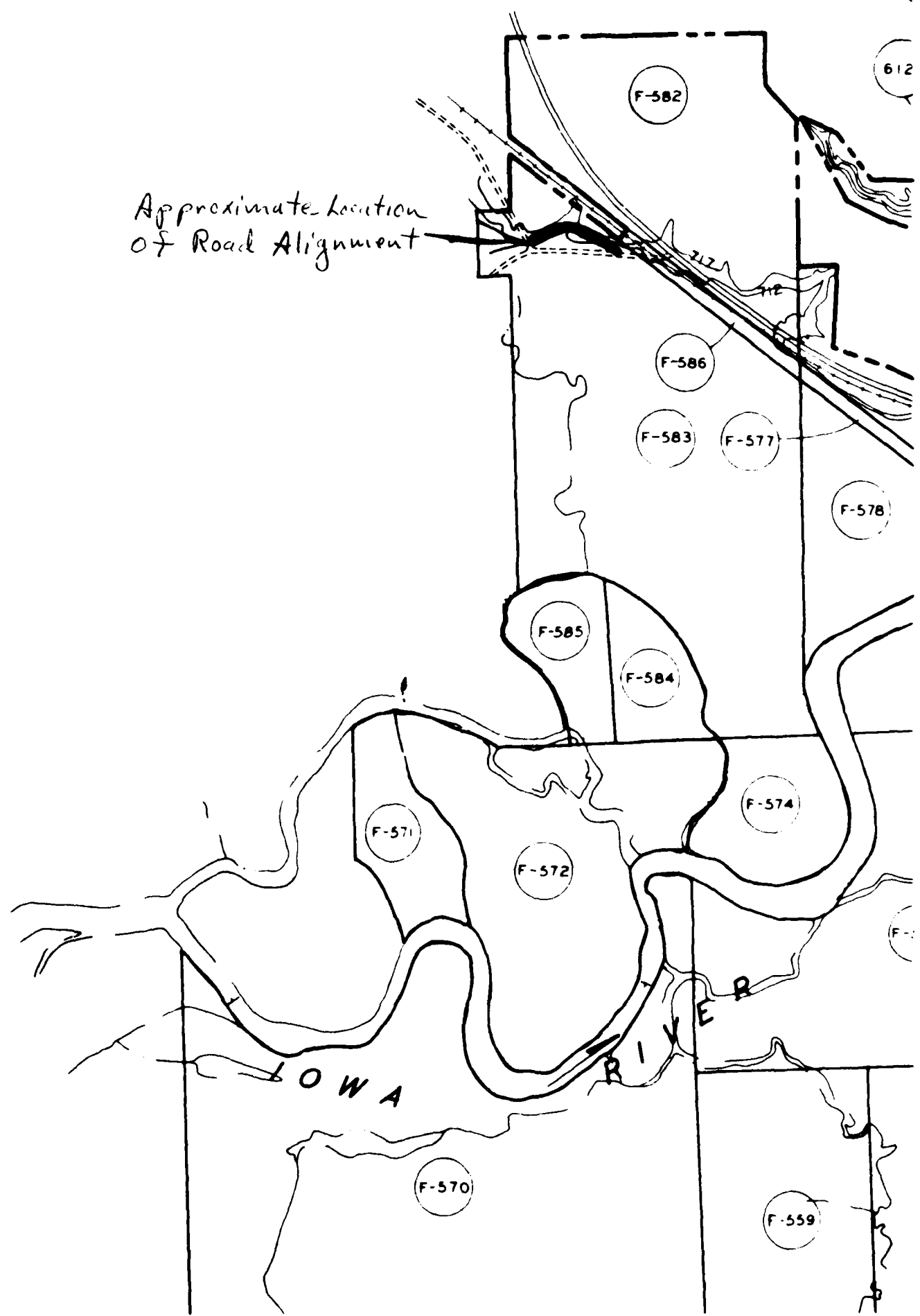
O.J. Gode, Jr., P.E.
Johnson County Engineer

OJG/r

cc: Johnson County Board of Supervisors
C.R. Schlesselman
File

Enclosures

Approximate Location
of Road Alignment



MEMBERS
ALFRED FRESE, Chairman - Wellman
RICHARD THORNTON, Vice-Chairman - Des Moines
JOHN D. FIELD - Hamburg
SAM KENNEDY III - Clear Lake
MARVIN PIKE - Whiting
WILLIAM R. RIDOUT - Estherville
THOMAS E. SPAHN - Dubuque



Larry J. Wilson — Director
Wallace State Office Building, Des Moines, Iowa 50319-003
515/281-5145

An EQUAL OPPORTUNITY Agency

December 10, 1985

Mr. W.M. Tait, Chief
NCD Real Estate Field Office
Department of the Army
Rock Island District
Corps of Engineers
Clock Tower Building
Rock Island, Illinois 61201

Dear Mr. Tait:

The Johnson County's revised plan to construct a new road parallel to County Road F-20 in Federal Tract F-583 would essentially remove three acres from the Hawkeye Wildlife Area. These three acres lies above the normal flood stage which make them valuable in terms of permanent wildlife habitat.

We feel some of the lost habitat due to this new road could be recovered following construction activities.

1. All woody shrubs and trees removed in the easement area be piled in brushpiles to the northeast of the new road.
2. All disturbed land area is to be seeded to a mixture of warm season native grasses. This mixture should include Big Bluestem, Indiangrass, and Switchgrass.

We ask that the proposed road be open during non-high water periods. This will allow the use as a parking lot as we requested in July.

With consideration of the above comments, the Iowa Conservation Commission would have no objections to the road realignment easement.

Sincerely,

LARRY J. WILSON, DIRECTOR
IOWA CONSERVATION COMMISSION

cc: Wildlife Section
Tim Thompson

L02/slb

IOWA STATE HISTORICAL DEPARTMENT
OFFICE OF HISTORIC PRESERVATION

DAVID CROSSON, EXECUTIVE DIRECTOR

JUL 15 1986

~~XX~~
STATE HISTORIC PRESERVATION OFFICER

Dudley M. Hanson, P.E.
Acting Chief, Planning Division
Rock Island District Corps of Engineers
Clock Tower Building
P.O. Box 2004
Rock Island, IL 61204-2004

RE: CORALVILLE LAKE - CONSTRUCTION OF SEASONAL
ROAD TO PROVIDE ACCESS TO RANCH SUPPER CLUB -
JOHNSON COUNTY

Dear Mr. Hanson:

Based on the information you provided, we find the proposed project to have no effect upon known historic or other cultural resources. Therefore, we recommend project approval.

However, if the proposed project work uncovers an item or items which might be of archeological, historic or architectural interest, or if important new archeological, historic or architectural data come to light in the project area, the work should be delayed for sufficient time to notify this office in order that the significance of the discovery can be determined.

Should you have any questions or if we can be of further assistance to you, please contact Dr. Kay Simpson, Chief, Archeological Surveys, at 515-281-8744 or Mr. Ralph Christian, Chief, Architectural Surveys, at 515-281-8697.

Sincerely,



David Crosson
State Historic Preservation Officer

/mdd

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JOHNSON COUNTY, IOWA

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